

menu of subregional land use policies

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Menu of Subregional Land Use Policies

The following "menu" of subregional land use policies is designed to encourage consideration of a wide range of possible approaches and policy choices while allowing them to be tailored to individual subregions.

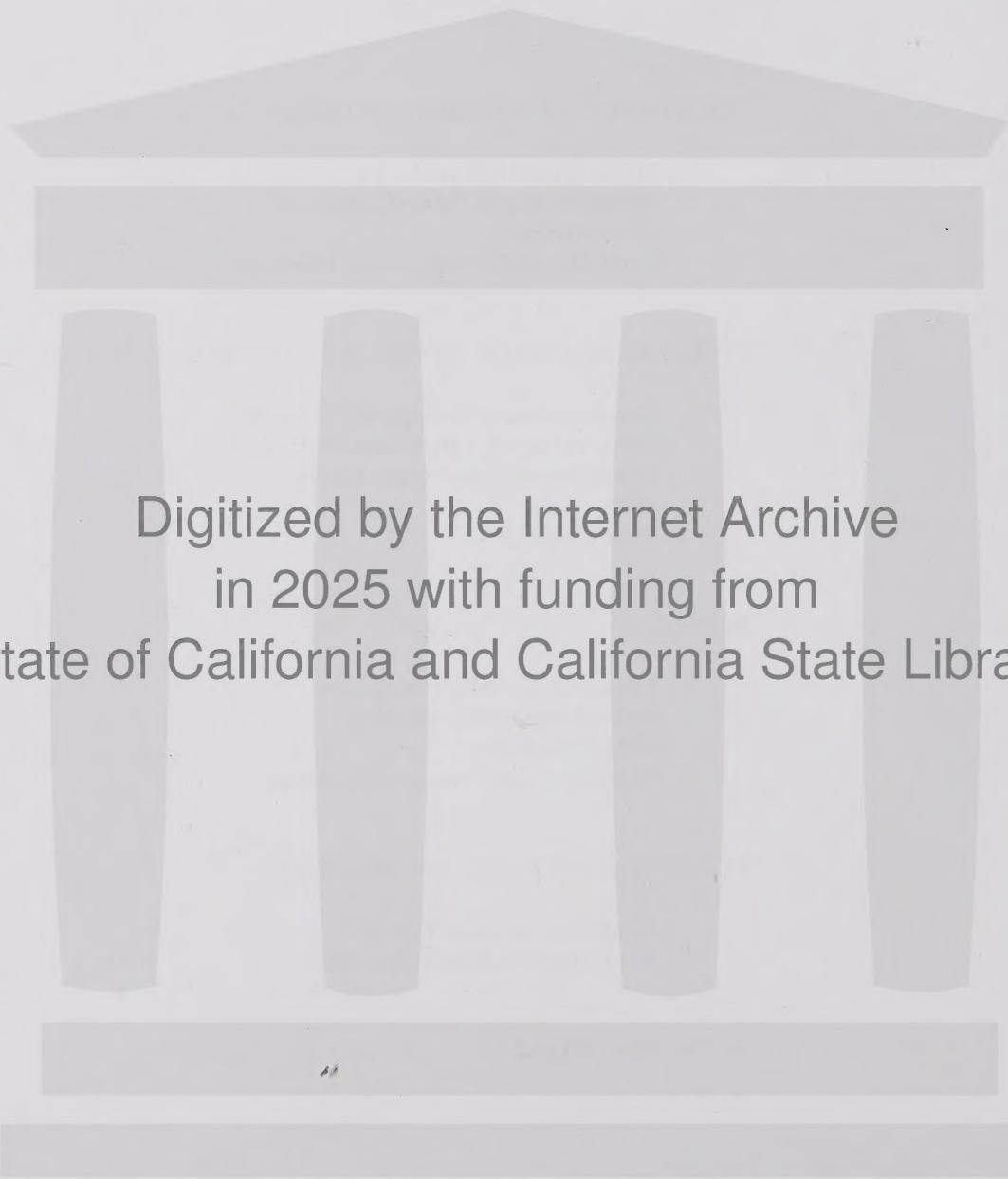
The individual policies are intended as generic examples that could be modified to suit local conditions. Sub-headings are included for convenience, to group policies that address similar issues. Local officials are encouraged to mix and modify policies in this menu, and to incorporate their own innovations in developing a comprehensive strategy that meets the diverse needs and desires of their subregion.

Policies are arranged in three categories: *Basic*, *Moderate*, and *Dynamic*. The *Basic* category presents policies which, if adopted by a subregion, would indicate that local jurisdictions are "on-board" in fostering a comprehensive conservation and development strategy. The *Moderate* category includes policies that would commit localities to pursue innovative approaches to coordinated conservation and development. The *Dynamic* category includes policies that call for a creative and significant commitment to interjurisdictional land use coordination.

*Developed by the Regional Planning Committee of the Association of Bay Area Governments.
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LOCATION AND INTENSITY OF URBAN DEVELOPMENT

ISSUES

Addressing the future form of urban development is key to developing a viable subregional strategy. By first determining the overall location and intensity of urban development, subregions build a foundation on which to base other more specific policies.

OBJECTIVES

There are three main objectives in developing a desired urban form:

- A. Ensure that the cumulative effect of new development emphasizes a compact city-centered subregional pattern to:
 - a. support existing urban centers, large and small;
 - b. improve mobility of people, goods and information;
 - c. optimize efficient public infrastructure which minimizes environmental costs;
 - d. protect agriculture, open space and other natural resources; and
 - e. support economic activity.
- B. Maintain adequate performance standards and levels of service for infrastructure, amenities, transportation and public services provided by municipalities or special districts within the subregion.
- C. Optimize maintenance and use of existing infrastructure while pursuing more efficient and less costly technologies.

Support Would Consider Don't Support Not Applicable

POLICIES

The following subregional policies are intended to achieve an efficient and desirable urban development form.

Urban Growth Boundaries

Basic

1. Encourage firm urban growth boundaries that enable achievement of objectives for housing, jobs and other development and for the conservation of agriculture, environmentally sensitive and other open space lands.
2. Encourage urban development inside urban growth boundaries while discouraging it outside such boundaries by establishing development incentives and preservation criteria.

Moderate

3. Establish urban growth boundaries and designate an adequate amount, range and density of land use within these boundaries to meet projected needs.
4. Establish and permit only appropriate land uses outside urban growth boundaries, possibly including public parks and recreation areas, open space, privately-operated recreation areas and agricultural uses.
5. Pursue urban uses near urban growth boundaries that are compatible with activities outside urban growth boundaries.

Dynamic

6. Establish an urban growth plan for the subregion that defines areas within urban growth boundaries suitable for varying levels and intensities of urban development, designates which development should occur first, and develops a hierarchy of areas for subsequent development.

Support Would Consider Don't Support Not Applicable

7. Designate as greenbelt all lands beyond urban growth boundaries and protect such lands through open space zoning, joint agreements and, where necessary, acquisition, to ensure greenbelt uses are appropriate.

Annexation and Urban Expansion

Basic

8. Encourage annexations that conform to an orderly expansion of city boundaries within planned urban growth areas and provide for a contiguous development pattern.

Moderate

9. Develop vacant or underutilized land within existing city limits whenever and wherever possible, prior to an extension of development outside of incorporated areas.

Dynamic

10. Establish criteria for evaluating proposed annexations of land to cities which assure that:
 - a. the land is within urban growth boundaries;
 - b. water, sewer, police, fire, and school services have adequate capacity;
 - c. the land within incorporated areas is unsuitable or insufficient to meet current land use needs;
 - d. the land abuts incorporated areas or existing or planned city streets on at least one side; and
 - e. the land is not under an agricultural preserve or open space contract.

11. Work with LAFCO to add the above criteria to those required by existing state law.

Infrastructure

Basic

12. Encourage growth to be directed to where infrastructure capacity is available or committed including, but not limited to, road, transit, water, solid waste disposal and sewage treatment.

			Support	Would Consider	Don't Support	Not Applicable
	13. Encourage interjurisdictional cooperation to eliminate costly duplication of capital infrastructure, public facilities and services.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	14. Encourage cost-effective maintenance of existing public facilities and services as well as new investment to keep up with demand and achieve subregional objectives.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	15. Discourage "leap frog" development by programming the extension of water and sewer lines only to areas contiguous with existing development.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Moderate</i>	16. Invest in major public facilities and urban amenities that support the further development of urban centers.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	17. Ensure that special purpose districts and other service providers have capacity and will provide, in a timely manner, necessary services where the subregion agrees that development is planned or expected.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	18. Pursue efforts to combine special districts to service subregional areas where efficiencies will result.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	19. Establish and maintain levels of service and recommended standards for various components of the subregional infrastructure.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Dynamic</i>	20. Phase and limit extension of urban services to occur only within urban growth boundaries.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	21. Identify needed public facilities of regional and subregional significance, and assure that new development planning and approval is accompanied by firm commitments to provide such infrastructure.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	22. Coordinate development of long range policies and capital improvement programs of all levels of government and special districts to ensure that infrastructure and services support achievement of subregional objectives through the timely and cost-effective action.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Support Would Consider Don't Support Not Applicable

23. Adopt development mitigation programs to ensure that new development meets subregional objectives and pays its fair share of the cost of providing police, fire, parks, water, sewer and flood control facilities and services.

Land Use and Development Intensity

Basic

24. Encourage employment, commercial, residential and social activities to be located close together to help contain growth and reduce the need for travel.

25. Encourage higher density residential development to be located within convenient walking distance of downtowns and near major office developments, retail centers and transit stations.

Moderate

26. Establish minimum densities in areas designated as high density, for redevelopment, and in areas with existing infrastructure capacity able to handle growth.

Dynamic

27. Develop incentive programs to encourage infill, redevelopment and reuse of vacant and underused parcels within existing urban areas.

28. Implement programs to identify and overcome potential difficulties associated with redevelopment and infill, such as on-site toxics in industrial areas and neighborhood opposition.

NATURAL RESOURCE PROTECTION AND MANAGEMENT

ISSUES

As the Bay Area has grown, so have concerns for maintaining air and water quality, protecting open space streams and wetlands, restoring the health of the Bay, ensuring the availability of land for parks and wildlife preserves and retaining agricultural activities.

OBJECTIVES

There are six main objectives in protecting natural resources and environmental quality:

- A. Preserve environmental resources in order to maintain and enhance ecological health and diversity of plant and animal communities.
- B. Preserve economically productive lands and waterways, including crop and grazing land, forests, and fisheries.
- C. Ensure availability of open lands for public purposes, including recreation and watershed protection.
- D. Create and enhance community identity through protection of community separators, hillsides, ridge lines and viewsheds, riparian corridors and key landscape features.
- E. Use conservation of open land to guide needed and anticipated new development into areas where it is best provided for, avoiding areas with high risk of landslide, flood, fire or other natural hazard.
- F. Preserve and enhance air and water quality.

Support Would Consider Don't Support Not Applicable

POLICIES

The following subregional policies are intended to improve natural resource protection and management.

Conservation of Ecological Resources

Basic

1. Inventory and encourage preservation of significant plant communities, aquatic resources and wildlife habitats and movement corridors as well as significant historic, visual and cultural resources, including views, landmarks and archaeological sites.

2. Carry out requirements of state and federal legislation protecting endangered species.

3. Encourage efficient use of existing water supplies, including conservation by urban, agricultural and industrial users, and use of reclaimed water.

4. Support implementation of the Comprehensive Conservation and Management Plan for the San Francisco Bay - Delta Estuary.

Moderate

5. Pursue programs which identify and protect the availability of significant rock, sand, gravel and other mineral resource areas and which balance their use with ecological conservation objectives.

6. Pursue the use of conservation easements, density transfer or purchase using in-lieu fees and dedications in order to preserve open space that cannot otherwise be protected.

7. Establish a non-profit land trust to acquire and preserve open space.

8. Pursue all methods of acquiring land for parks, permanent easements, and open space preserves that contribute to the subregional open space network from state and federal governments, individuals, and foundations.

Support Would Consider Don't Support Not Applicable

- Basic*
9. Develop watershed management strategies to protect, enhance and restore wetlands and riparian areas, and reduce pollutants and runoff within the estuary.

10. Promote land use, design, and development practices that minimize pollution and manage the flow of stormwater and urban runoff into the Bay and its tributaries.

Dynamic

11. Permanently preserve a continuous system of open space adjacent to urban growth boundaries, through planning enforcement, joint agreements and/or acquisition.

12. Develop proposal for new funding for special open space acquisition program considering bonds, parcel, sales and other taxes and fees.

13. Require dedications of all lands needed for maintaining and improving animal movement corridors and establish zoning to ensure long term viability of large scale plant and animal habitats.

14. Require conservation and, where necessary, restoration of all riparian and wetland habitats to support historic levels of wildlife and plants.

15. Implement land use and transportation patterns and practices that protect, enhance, and restore the Estuary's open waters, adjacent wetlands, uplands habitats, and tributary waterways.

Preservation of Agricultural Resources

Basic

16. Retain land in large, contiguous blocks of sufficient size and quality to enable economically viable grazing or agriculture.

Support Would Consider Don't Support Not Applicable

Moderate	17. Discourage actions which would preclude future agricultural use on agricultural lands not currently used for farming, but which have soils or other characteristics that make them suitable for farming. 18. Protect and enhance the economic viability of agricultural land by: facilitating preservation agreements, conservation easements, and transfer of development rights; establishing right to farm ordinances; and undertaking public education about agriculture.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dynamic	19. Identify and protect any watershed lands that are part of an agricultural production area. 20. Define agricultural production zones for all significant crop and grazing uses and permanently prohibit any development or subdivision of land in those zones. 21. Establish firm urban growth boundaries and require the establishment of buffer zones in all developed areas next to agricultural production zones, in order to reduce urban-farm conflicts and to clearly signify where urban development ends. 22. Maintain a viable agricultural land market by limiting future development on agricultural land to uses and structures necessary for agricultural operations. 23. Prevent the transfer of water resources from agricultural parcels to urban uses when it will threaten viable agricultural use. 24. Prevent overdrafting of groundwater.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Basic	25. Encourage actions which maintain the integrity of hillside areas as major scenic and natural resources by limiting development to low-intensity uses compatible with open space.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Protection of Community Character

Support Would Consider Don't Support Not Applicable

<i>Moderate</i>	26. Direct future urban development away from areas that have steep hillsides and that are adjacent to major water courses. 27. Define and establish long term planning goals that encourage large scale urban separators between communities (which have not already grown together).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Dynamic</i>	28. Preserve hillside areas of at least 15% average slope by discouraging higher density development, encouraging clustering, requiring open space preservation and ensuring the protection of natural features such as trees, creeks, knolls, ridgelines and rock outcroppings. 29. Establish a dedication and acquisition program to acquire community separator lands.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Air Quality			
<i>Basic</i>	30. Support the Air District's development of improved ambient air quality monitoring capabilities and the establishment of standards, thresholds and rules to more adequately address the air quality impacts of proposed project plans and proposals. 31. Encourage modes of transportation that minimize impacts on air quality.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Moderate</i>	32. Adopt air quality policies and programs and integrate them into local general plans and implementation mechanisms. 33. Promote ancillary employee services, such as child care, restaurants, banks, or convenience markets at major employment centers to reduce vehicle trips. 34. Require pedestrian-, bicycle-, and transit-oriented features in new development and redevelopment projects.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Support Would Consider Don't Support Not Applicable

<i>Dynamic</i>	<p>35. Discourage single-occupant vehicle trips through parking supply and pricing controls or other similar measures.</p> <p>36. Preserve rights-of-way and land for station sites along future transit corridors and secure adequate funding for transit agencies in the subregion to make transit a viable alternative to the automobile.</p> <p>37. Encourage compact, city-centered development featuring a mix of uses that locates homes near jobs and services to reduce vehicle trips and vehicle miles traveled.</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
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		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
<i>Basic</i>	<p>38. Carry out requirements of state and federal legislation protecting wetlands; discourage any filling of wetlands except for small levees, piers or walkways necessary for public access or study of the shoreline or baylands.</p> <p>39. Encourage the preservation of adequate vegetative cover and prevent development which increases erosion and sedimentation potential along streams or in unstable soil areas.</p> <p>40. Identify, protect and conserve groundwater.</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
<i>Moderate</i>	<p>41. Retain natural riparian and stream-side areas in their natural state to prevent degradation and provide soil percolation, wildlife habitat, aesthetic relief, and recreational uses.</p> <p>42. Improve wetlands protection and the management and control of urban runoff into the Bay and its tributaries from public and private sources.</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

Support
Would Consider
Don't Support
Not Applicable

Dynamic

43. Establish actions which protect water resources by:
- a. preserving areas with prime soil percolation capabilities and preventing placement of all potential sources of pollution in such areas;
 - b. minimizing sedimentation and erosion through control of grading, quarrying, cutting of trees, vegetation removal, placement of roads and bridges, use of off-road vehicles and animal-related disturbances of soil;
 - c. controlling pollution from land uses producing potentially harmful substances or contaminants;
 - d. preventing establishment of excessive concentrations of septic systems over large land areas and mitigating water quality impacts from existing concentrations; and
 - e. reducing motor vehicle related pollutants in runoff from paved surfaces, and in discharges from stormwater drains.
44. Enhance and restore wetlands and stream environments.

MOBILITY

ISSUES

Land use is often adapted to the types of transportation facilities that are available. When the choice of transportation modes is limited or lacking, the result can be to hinder or steer development in an unbalanced or undesirable way. Reliance on the auto for all trips increases the number of cars on the road, which in turn increases congestion and air pollution.

OBJECTIVES

There are four main objectives in providing adequate mobility:

- A. Create an efficient cost-effective multi-modal transportation system by focusing investment and development in designated transportation corridors.
- B. Integrate land use and transportation planning in order to ensure land use and supporting transportation patterns that facilitate safe, convenient and reasonably priced mobility of people and goods, and increased use of transit.
- C. Discourage long-distance, single-occupant automobile commuting while increasing resident access to employment, shopping, and recreation by transit or other alternatives to single-occupant vehicle use in order to reduce congestion, time lost to travel, and air pollution.
- D. Provide more streamlined transit service by establishing a unified and coordinated transit network consisting of all transportation agencies in the Bay Area.

Support Would Consider Don't Support Not Applicable

POLICIES

The following subregional policies are intended to improve mobility.

Transit-Centered Development

Basic

1. Encourage transit-compatible infill development or redevelopment near transit stations in central business districts, and intensify suburban business parks to create effective destination centers for transit.

Moderate

2. Promote pedestrian-oriented mixed-use centers, including residential, commercial and employment activities, easily accessible by foot, bicycle, or transit.
3. Promote pedestrian activities in the immediate vicinity of transit stations by providing safe, direct, attractive pedestrian access between transit stations and neighboring development.

Dynamic

4. Establish higher residential and commercial densities along transit routes and roadway arterials, near transit stops, transportation hubs and activity centers, and as part of mixed-use developments.
5. Establish highest intensity office and other employment uses within convenient walking distance (1/4 mile) of existing or planned transit stations or transportation hubs to promote transit use, optimize transit investments and reduce the adverse auto impacts of development.
6. Designate a hierarchy of housing and commercial densities that varies based on proximity to transit stations and corridors, with the highest densities located within convenient walking distance of transit stations and bus lines, and densities decreasing as distance from existing or planned transit service increases.

Support Would Consider Don't Support Not Applicable

7. Establish incentives such as sliding scale development fee schedules that favor higher density transit-oriented development in order to discourage low density sprawl and encourage the production of transit-oriented development.

Auto-Oriented Development

Moderate

8. Discourage the development or expansion of major commercial, office and institutional centers in areas not adequately served by transit.
9. Discourage projects that generate more than a set threshold of automobile traffic or exceed certain levels of service on local streets and arterials in areas not served by existing or future transit.

Mixed Land Use

Basic

10. Encourage neighborhood-serving commercial uses within walking distance (1/4 mile) of defined residential areas.
11. Encourage local policies which promote and do not restrict home-based work opportunities.

Moderate

12. Promote mixed-use development that provides opportunities for residents to live and work in the same neighborhood or community.

Dynamic

13. Facilitate the conversion of underused industrial sites for residential, mixed use or live/work activities
14. Establish small scale neighborhood tele-commuting centers that provide fax machines, telephones, computers with networking capabilities, and other office equipment, allowing workers to work close to home.

Support Would Consider Don't Support Not Applicable

Non-Auto Use Through Site Design

Basic

15. Encourage transit connections between residential areas, commercial areas, and centers of employment.

16. Encourage bicycle and pedestrian connections between employment centers and nearby personal services such as restaurants, stores, post offices and banks.

17. Encourage direct, safe and convenient pedestrian and bicycle routes on residential streets in new subdivisions which provide convenient access to bus and rail service.

Moderate

18. Promote road networks and circulation patterns within subdivisions with multiple access points and other amenities that readily accommodate public transportation vehicles.

19. Promote pedestrian and bicycle connections within residential neighborhoods and between residential areas and nearby transit stations or stops, commercial areas, centers of employment, and schools.

Dynamic

20. Establish design guidelines that emphasize safe, attractive streetscapes in developments near transit and that maximize pedestrian and bicycle access to transit.

HOUSING SUPPLY AND AFFORDABILITY

ISSUES

The lack of an adequate supply of housing in the Bay Area is widely recognized. Strategies are needed to improve the supply and affordability of needed housing.

A locality that restricts or severely limits housing may cause spill-over effects into neighboring communities. Greater cooperation between communities can relieve tensions and serve the larger goal of providing an adequate supply of housing affordable to all the region's residents.

OBJECTIVES

There are three major objectives in providing adequate housing:

- A.** Promote fair and equal access to housing for all persons regardless of race, color, religion, gender, disability, sexual orientation, age, national origin, or family status.
- B.** Strengthen interjurisdictional efforts to ensure a fair, equitable and rational distribution of low-income, moderate-income and special needs housing throughout the region and sub-region consistent with land use policies, transportation services and employment locations.
- C.** Facilitate the development of affordable housing near areas with superior transit service.

Support Would Consider Don't Support Not Applicable

POLICIES

The following subregional policies are intended to maintain and improve adequate housing supply and affordability.

Increasing Housing Supply

Basic

1. Encourage the designation of land near transit for multi-family housing and neighborhood-serving uses.

2. Encourage the development of special housing facilities, including small community care facilities for the elderly, mentally disabled, and dependent or neglected children, in residential and mixed-use zones near transit and other services.

Moderate

3. Promote the provision of a range of unit sizes, types and lot designs in major new developments.

4. Promote residential development at or above the midpoint of the designated density range and discourage development at densities lower than the minimum density prescribed for each residential land use category.

5. Promote the development of second units, and allow shared housing among unrelated adults in single family residential areas.

6. Designate vacant office and industrial sites for residential use and encourage the reuse of older commercial or industrial buildings for residential or live-work space.

Support Would Consider Don't Support Not Applicable

7. Promote a variety of techniques for increasing the supply of housing such as:
- incentives for development of multi-family housing with units large enough to accommodate families with children;
 - mixed use developments that combine residential uses with compatible commercial and industrial uses;
 - using air rights to construct housing over parking lots, etc.;
 - minimum density levels;
 - designating land for residential and workplace mixed use developments; and
 - incentives and guidelines for constructing residential uses above ground floor commercial establishments.

Dynamic

8. Establish employer participation programs and offer incentives to encourage employers to contribute in some way to housing that is affordable to its workers (sites, fees, actual units).

Increasing Housing Affordability

Basic

9. Encourage coordinated local effort to jointly designate specific sites, including vacant buildings, for the provision of temporary homeless shelters, transitional housing, and housing for seasonal workers and to investigate private and public sources of funding for such facilities.
10. Encourage the development of programs, such as joint development of affordable units by two or more localities, designed to provide housing for very low-, low- and moderate-income households.
11. Encourage the construction and preservation of second dwelling units in single-family residential neighborhoods.

ECONOMIC VITALITY

ISSUES

The entire Bay Area has been hit hard by an economic slowdown in recent years. Resolving this problem will depend in part on improvements in the national economy.

General economic conditions are compounded by state fiscal policies that cause local jurisdictions to "fiscalize" land use and compete for revenue-producing development. Coordinated efforts are needed to achieve fiscal reform and equitable distribution of economic opportunity. Other components of economic health include providing quality education, producing affordable housing, investing in transportation, and maintaining environmental quality.

OBJECTIVES

There are three objectives to consider in strengthening economic vitality.

- A. Retain and allow for the orderly expansion of existing businesses.
- B. Attract new businesses.
- C. Offset revenue-driven development through fiscal reform and interjurisdictional cooperation.

Support Would Consider Don't Support Not Applicable

POLICIES

The following subregional policies are intended to maintain and improve economic vitality.

Basic

1. Develop a coordinated subregion-wide approach to economic development.
2. Encourage economic development which provides jobs at all income levels for residents of the subregion.
3. Develop strategies to retain existing employers.
4. Identify and mitigate, where appropriate, obstacles to the formation and expansion of local businesses.
5. Work to remove impediments to gainful employment, such as lack of transportation, child care, job training, vocational education, and other factors.
6. Improve cooperation between public agencies and private sector representatives, such as chambers of commerce, financial institutions, plant managers and business associations, in formulating economic development plans and programs.
7. Cooperate to develop sufficient housing in a range of sizes and prices to meet the needs of workers employed in the subregion and to ensure that prospective employers have a diverse local labor pool.

Moderate

8. Explore special programs, including financing, to expand and attract small and medium size firms with good growth potential.
9. Protect existing and future businesses by discouraging encroachment by non-compatible uses in areas designated for commercial and industrial use.

Support Would Consider Don't Support Not Applicable

10. Work with local jurisdictions and the business community to maintain and provide information about economic development for governmental agencies and the private sector.

Examples include:

- An inventory of commercially and industrially zoned land and an estimate of its potential for employment.
- A list of specific businesses and industries likely to provide jobs for subregional residents, and strategies for attracting them to locate in the subregion.
- An analysis of the potential for redevelopment of marginally developed land or derelict facilities, and an inventory of sites.
- Information on existing and pending development throughout the subregion for use by government, business groups and potential developers.
- Information about public sector financing to facilitate the location of appropriate business with a focus on financing transportation, housing and necessary public improvements.

11. Monitor the absorption and availability of industrial land within the subregion to ensure a balanced supply of available land for all sectors, including industrial suppliers and services, and periodically assess the need to designate additional industrial land to achieve this end.

12. Identify appropriate sites, provide infrastructure, and facilitate development of tele-commuting centers.

- Dynamic*
13. Facilitate expansion or, if necessary, relocation of existing businesses within the subregion.

	Support	Would Consider	Don't Support	Not Applicable
14. Special-handle projects of economic significance.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Expedite development review for desirable employment generating projects.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Permit reuse of industrial properties (existing structures or land plus new facilities) without discretionary permits.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Develop subregion-wide strategy to expedite redevelopment of military bases.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Support/establish employment training and vocational education programs to ensure residents' skills meet the employers' current and projected needs.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> • Conduct a survey to identify the labor force requirements and job training needs of current and anticipated future employers. • Encourage cooperative efforts among school districts, community colleges and employers to offer appropriate classes and internships. • Maintain an employment information clearinghouse. 				
19. Identify sites within the subregion suitable for mixed use development and develop strategies to expedite development, including sharing of on-site development costs and tax revenues, and provision of off-site infrastructure and services.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20. Develop recommendations and advocate for reform of state fiscal policies in order to offset revenue-driven land use plans and development programs.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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David A. Fleming, Mayor, Vacaville
Marge Gibson Haskell, economic development representative
Mildred (Millie) Greenberg, Vice Mayor, Danville
Mary Griffin, Immediate Past President, Supervisor, San Mateo County

Gary W. Hamby, Building Industry Association of Northern California
Greg Harper, Councilmember, Emeryville
Stana Hearne, League of Women Voters of the Bay Area
John Holtzclaw, Sierra Club
Mary King, Supervisor, Alameda County
Claire L. Mack, Councilmember, San Mateo
Jean McCown, Councilmember, Palo Alto
Karin Mohr, Councilmember, Pleasanton
Larry Orman, Greenbelt Alliance
Jim Pachl, Bay Conservation & Development Commission

Tom Powers, Supervisor, Contra Costa County
Steven A. Roberti, COLAB and Central Labor Council of Contra Costa County
Guillermo Rodriguez, Latino Issues Forum
Peter W. Snyder, Vice President, Mayor, Dublin
Ed Solomon, Mayor, Napa
William H. Steele, Jr., Chevron, Chair, ABAG Associates
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